DEPARTMENT OF THE NAVY
FLEET COMPOSITE SQUADRON SIX
1224 POCAHONTAS ST.
NORFOLK, VIRGINIA 23511-2414

IN REPLY REFER TO:
5750
Ser 10/114
7 Mar 01

From: Commanding Officer, Fleet Composite Squadron SIX
To: Director, Air Warfare Division, Special Assistant for Publications and Operational Records (N88H)

Subj: COMMAND HISTORY FOR CALENDER YEAR 2000

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Fleet Composite Squadron SIX CY 2000 Command Composition and Organization
(2) Fleet Composite Squadron SIX Squadron History
(3) Squadron History and Mission Pamphlet
(4) FLECOMPRON SIX ltr 1650 Ser 20/009 of 5 Jan 01, "2000 Battle Efficiency Award Nomination for Fleet Composite Squadron SIX (VC-6)"
(5) COMNAVAIRLANT NORFOLK VA 201735Z FEB 01 announcing VC-6 as a 2000 Battle 'E" Winner

1. Per reference (a), enclosures (1)-(5) are submitted.

R. S. SCHRADER

Command Composition and Organization

a. Mission: Provide worldwide threat simulation services and deploy/operate Pioneer Unmanned Aerial Vehicles for reconnaissance, surveillance and naval gunfire support to units of the U. S. Atlantic and Pacific Fleets.

b. Organization Structure:

(1) ISIC: Commander, Helicopter Tactical Wing, U. S. Atlantic Fleet

(2) Squadron Composition:

09806 - VC-6 Shore (Naval Station Norfolk, Va; NAB Little Creek, VA)
32019 - VC-6 Sea DET Component (NAB Little Creek, VA; FCTCLANT Dam Neck, VA)
31097 - VC-6 Shore DET Dam Neck (FCTCLANT Dam Neck, VA)
55243 - VC-6 Sea Surveillance DET (Webster Field, MD)
46550 - VC-6 Shore Surveillance DET (Webster Field, MD)

c. Squadron Commander: Commander R. S. Schrader, USN

d. Headquarters location: Naval Station Norfolk, Virginia.

e. Type and number of assets assigned:

(1) UAV - 11

(2) BQM-74E - 52

(3) QST-35 - 4

(4) QST-33 - 1

(5) RHIB - 2

(6) HSMST - 2

(7) ROBOSKI - 2

(8) DLR-3 - 1

Fleet Composite Squadron SIX

"SQUADRON HISTORY"

- 1952: Utility Squadron SIX (VU-6) established, NAS Norfolk
- 1958: Permanent VU-6 Det established at FCTCL Dam Neck, Va
- 1965: Renamed Fleet Composite Squadron SIX (VC-6)
- 1969: Acquired QST-33 Seaborne Powered Targets (SEPTARS)
- 1973: Permanent VC-6 Det established at Naval Amphibious Base, Little Creek, Va
- 1986: UAV Det established at NAS Patuxent River, Md and Webster Field, St. Inigoes, Md
- 1987: First UAV Det deployments onboard battleships
- 1990: All components of VC-6 deployed in support of Desert Shield.
- 1991: Iraqi troops surrender to Pioneer UAV.
- 1993: First mixed gender Aerial Target Det deployed on US Naval combatant during UNITAS cruise.
- 1993: First UAV Deployments on board amphibious ships (LPD-4 Class)
- 1995: UAV Det moves to single site at Webster Field, St. Inigoes, Md
- 1997: VC-6 moves to its new home at V-88, NAS Norfolk, VA.

HISTORY and MISSION

Utility Squadron SIX (VU-6) was established on March 1st, 1952 at Naval Air Station, Norfolk, Virginia. The Squadron was originally organized only to provide aerial target services for ships of the Atlantic Fleet. On July 1st, 1965, the unit's name was changed to Fleet Composite Squadron SIX (FLECOMPRON SIX) (VC-6).

Over the years, the mission of the VC-6 "FIREBEEs" has expanded to include a variety of surface and aerial target services, airborne reconnaissance operations, and real world threat simulations. Fleet Composite Squadron SIX currently employs extensive, geographically dispersed target detachments, and operates the nation's only "forward from the sea," Unmanned Aerial Vehicle (UAV) system. The Squadron is justifiably proud of its enduring reputation for providing top quality support to unique and essential Navy operational mission areas.

Detachment Dam Neck was established in July, 1958. Located at Fleet Combat Training Center Atlantic, Dam Neck, Virginia, the Detachment performs quality maintenance on aerial targets, and maintains a sophisticated aerial launch and control complex. A shore duty component at Dam Neck operates BQM-74E targets from this permanent maintenance and launch site supporting ships and squadrons in the Virginia Capes Operating Area. Three mobile aerial target detachments deploy worldwide to provide remote landbased or afloat aerial target support.

The BQM-74E Aerial Target Drone is a 13-foot long, high-wing monoplane of conventional aircraft design. Powered by a variable speed turbojet engine, it can produce 240 pounds of static thrust at sea level. The 480 pound target will fly at speeds up to 540 knots and to a ceiling of 40,000 feet. The BQM-74E is normally recovered at sea by the Squadron's 100-foot recovery vessel, RETRIEVER, or a fleet helicopter. FLECOMPRON SIX supported 18 major aerial detachments in 2000 compared to 7 for 1999, which accounted for the large increase in total flight hours (34%) and number of sorties (27%):

- Continue worldwide support of detachments to South American and Western Pacific. Supported nine Third Fleet exercises.
- Installed and evaluated the new ITCS "Keep Alive" system upgrade which increased system reliability and reduced support requirements. Provided T/E support for system delivery.
- Supported the first major fleet buy of an Over-the-Horizon target control system (MAGICC). Provided T/E support for system delivery.

Supported the USS KLAKRING (FFG 42) for UNITAS 41-00.

FLECOMPRON SIX began remote control surface target operations in 1969, employing the QST-33 Seaborne Powered Target (SEPTAR). A permanent surface target detachment was established in 1973 at the Naval Amphibious Base, Little Creek, Virginia to accommodate increased mission tasking. The Little Creek component now operates QST-35 surface targets and the Drone Launch/Recovery Vessel RETRIEVER (DLR-3). Detachment Little Creek frequently deploys surface target detachments to Morehead City, North Carolina. Surface target units and a highly qualified DLR-3 crew also provide target and utility services to a variety of fleet units in the Virginia Capes, Jacksonville, and Southern California Operating Areas.

The Ship Deployable Surface Target (SDST), or ROBOSKI, is a remotely controlled fiberglass jetski produced to meet the Navy's need for a low cost, high speed, maneuvering surface target representing a typical, low-profile, littoral threat. Capable of 40 knots in a calm sea state, ROBOSKI is used primarily for surface gunnery exercises. This unique target is capable of being deployed from the DLR-3 for local exercises or from host surface ships for out-of-area operations.

The QST-33 is an 18-foot fiberglass boat specially designed as a remotely controlled, medium to high speed seaborne target, used for training fleet crews in surface-to-surface and air-to-surface weapons employment. QST-33 SEPTARs are manned and maintained in a boat shop located at the Squadron Headquarters in Norfolk. The standard Navy Rigid Hull Inflatable Boat (RHIB) is a 7-meter fiberglass utility craft with an air-filled collar used for Search and Rescue support and for small, high-speed, surface threat simulation. The RHIB is utilized by VC-6 as an interim solution to the need for a fast, remotely controlled surface target. The QST-35 SEPTAR is a 56-foot fiberglass boat specially designed to simulate a threat posed by high speed patrol boats with cruise missile launch capability. This unique surface craft is capable of operating for 11 to 18 hours at speeds of 13 to 35 knots and may be driven manually or remotely controlled by radio command.

RETRIEVER is a 100-foot craft used for launching and recovering BQM-74E aerial targets in the Virginia Capes Operating Area, which is seaward of Dam Neck, Virginia. Although not originally designed to launch targets, modifications to the DLR-3 in 1988 enable BQM-74E launches from its deck and allow VC-6 to operate from over-the-horizon. DLR-3 also provides a simulated missile boat attack capability for use in training of littoral warfare surface combatants and aircraft.

Detachment Patuxent River was quickly organized in April, 1986 to field and develop an experimental UAV system for subsequent use in an operational environment. The detachment now operates the nation's only "forward from the sea" UAV system, the Pioneer.

The Pioneer UAV is operated by VC-6 detachments which deploy on AUSTIN class LPDs or to remote land-based sites and provide unique support to amphibious readiness groups of the Atlantic and Pacific Fleets. The Pioneer is a remotely piloted aircraft commanded by pilots in a ground control station or programmed to fly independently under auto-pilot control. The 14-foot long, fixed-wing vehicle is used for aerial surveillance, missile and gun fire precision targeting, bomb damage assessment, and a variety of other special missions. The 100-knot pusher-propeller driven platform has an endurance of five hours and relays video and telemetry information from its television or infrared cameras back to the ground control station.

During Operations DESERT SHIELD/STORM, VC-6 UAVs were embarked on USS MISSOURI (BB-63) and USS WISCONSIN (BB-64) in the Persian Gulf. They provided real time, accurate reconnaissance and gunfire support to fleet units without risking manned aircraft. Military history was made when Iraqi troops surrendered to a UAV; the first ever enemy surrender to a robotic. Additionally, VC-6 aerial target crews used BQM-74s as part of the Suppression of Enemy Air Defense (SEAD) plan and surface target crews used QST-33s to support anti-Mine Warfare contingencies. Including a logistics support detachment, VC-6 deployed five detachments in support of the Persian Gulf War.

VC-6 UAV detachments continue their presence in troubled areas around the world by directly supporting combat operations. FLECOMPRON SIX continued to sustain high levels of operational performance, specifically:

- Provided support for the Test and Evaluation (T/E of the Modular Integrated Avionics Group (MIAG) upgrades to Pioneer.

- Integrated Pioneer UAV with CVW's One and Two, at NAS Fallon, and with two Carrier Battle Group JTFX's at MCAS Cherry Point. This coordinated CVW integration in vital to NSAWC tactical development of Vertical Take-off and Landing Tactical Unmanned Aerial Vehicle (VTUAV) integration in future years.

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FLEET COMPOSITE SQUADRON SIX
1224 POCAHONTAS ST.
NORFOLK, VIRGINIA 23511-2414

IN REPLY REFER TO:
1650
Ser 20/009
5 Jan 01

From: Commanding Officer, Fleet Composite Squadron SIX
To: Commander, Naval Air Force, U.S. Atlantic Fleet (Code 312)
Via: Commander, Helicopter Tactical Wing, U.S. Atlantic Fleet

Subj: 2000 BATTLE EFFICIENCY AWARD NOMINATION FOR FLEET COMPOSITE SQUADRON SIX

Ref: (a) CINCLANTFLTINST 3590.11F
(b) COMNAVAIRLANTINST 1650.3E

Encl: (1) FLECOMPRON SIX Employment Summary

1. Battle Efficiency award data (enclosure (1)), for the competitive period ending 31 December 2000, is submitted in accordance with references (a) and (b).

2. FLECOMPRON SIX strives to provide the best target and reconnaissance services to the Fleet through strong liaison, continued improvements to existing facilities, tactical development and a desire to excel. Above all, our success over the past year is a tribute to the professionalism of the men and women of FLECOMPRON SIX.

3. FLECOMPRON SIX Pioneer UAV aircrew and maintenance personnel performed exceptionally during 2000. After an unprecedented manpower and equipment reduction during the second half of 1999, in response to CLF directed force restructuring, FLECOMPRON SIX continued to sustain high levels of operational performance, specifically:

- Provided support for the Test and Evaluation (T/E) of the Modular Integrated Avionics Group (MIAG) upgrades to Pioneer.
- Integrated Pioneer UAV with CVW's One and Two, at NAS Fallon, and with two Carrier Battle Group JTFX's at MCAS Cherry Point. This coordinated CVW integration is vital to NSAWC tactical development of Vertical Take-off and Landing Tactical Unmanned Aerial Vehicle (VTUAV) integration in future years.

4. FLECOMPRON SIX surface detachments experienced significant improvements to the operational sustainability and fleet support, specifically:

- Completed a process review to create a more efficient QST-35 force structure. Streamlined QST-35 inventory to four targets, matching force structure with current manpower and material support levels.
- Developed Hellfire Target Augmentation System supporting an emergent armed helicopter training requirement. This joint effort, between CHSLWL and VC-6, has provided a conduit through which to support previously ignored helicopter training requirements.
- Brought into service the High Speed Mobile Seaborne Target (HSMST) and Roboski. Provided T/E support for Roboski operational development.
- Implemented an aggressive plan to upgrade the material condition of the DLR-3 and proactively identified fleet support requirements.

5. FLECOMPRON SIX supported 18 major aerial detachments in 2000 compared to 7 for 1999, which accounted for the large increase in total flight hours (34%) and number of sorties (27%):

- Continued worldwide support of detachments to South American and Western Pacific. Supported nine Third Fleet exercises.
- Installed and evaluated the new ITCS "Keep Alive" system upgrade which increased system reliability and reduced support requirements. Provided T/E support for system delivery.
- Supported the first major fleet buy of an Over-the-Horizon target control system (MAGICC). Provided T/E support for system delivery.

5. FLECOMPRON SIX excelled in retaining and professionally developing the Navy's best people. This unique squadron, with responsibilities commensurate in breadth with higher echelon commands, has continued to improve on every process while ensuring the mission remains paramount. In all respects, FLECOMPRON SIX is most deserving of the Commander, Naval Air Force, U.S. Atlantic Fleet Battle Efficiency Award for 2000.

R. S. SCHRADER